

"D. C. L."  
GINS.

OLD TOM ... \$8.50 Per Dozen.  
DRY ... 8.50

SOLE AGENTS:  
H. PRICE & CO.,  
WINE & SPIRIT MERCHANTS,  
12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857

"D. C. L."  
PURE SCOTCH WHISKY

Price \$15.50 Per Dozen.

SOLE AGENTS:  
H. PRICE & CO.,  
WINE & SPIRIT MERCHANTS,  
12, QUEEN'S ROAD.

No. 14,829 號一千九百零五年十月八日 HONGKONG, WEDNESDAY, OCTOBER 18TH, 1905. 三拜禮 號八月十年五零百九千一英聯香 PRICE, \$3 PER MONTH.

  
WATSON'S  
HOUSEHOLD  
AMMONIA

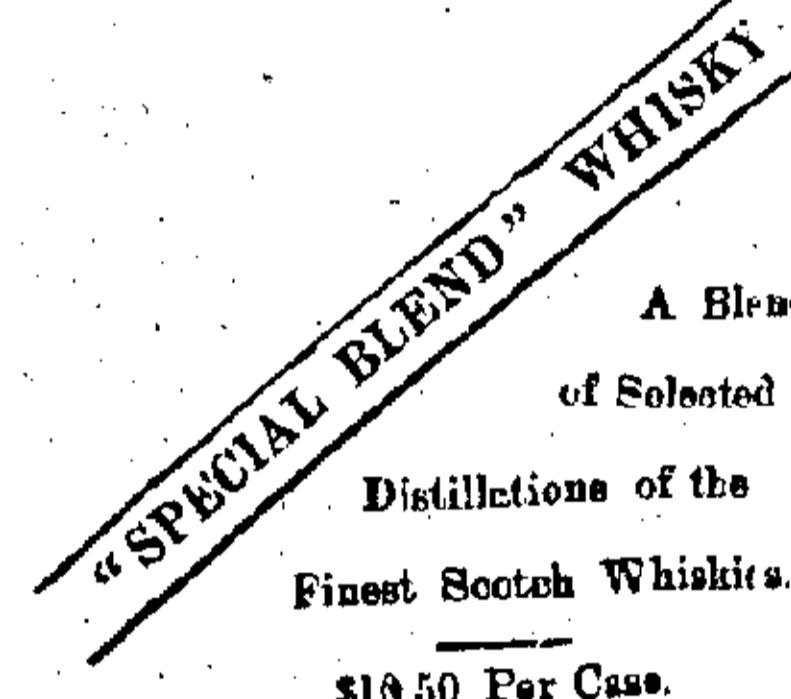
FOR THE BATH, TOILET AND  
HOUSEHOLD.

An Elegant Preparation Delicately Perfumed.  
Promotes a healthy action of the skin, counteracts all effects of perspiration, and is a refreshing and invigorating to the system as a Turkish Bath.

A. S. WATSON & CO.  
LIMITED.  
THE HONGKONG DISPENSARY

[a1342]

OUTLER, PALMER  
& CO'S

  
A Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies.  
\$10.50 Per Case.

Apply to  
SIEMSSSEN & CO., Hongkong. [a65]

GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.  
In Casks 375 lbs. not \$4.75 per cask ex Factory.  
In Bags 250 lbs. not \$2.80 per bag ex Factory.

SHEWAN, TOME & CO.,  
General Managers.  
Hongkong, 1st October, 1905. [a1412]

NOTICE

EO. FENWICK & CO., LD., Engineers  
&c., are open to receive OFFERS FOR THE PURCHASE OF THEIR WANCAI PROPERTY, comprising portions of Marine Lots Nos. 31 and 38; approximate area 43,000 square foot.

For further particulars apply to the Company.  
Hongkong, 12th July, 1905. [a133]

SIEN TING.  
SURGEON DENTIST,  
NO. 10, DAGUILLAR STREET  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [a174]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.  
37, DES VEAUX ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th September, 1905. [a2056]

DAVID CORSAIR & SON'S MERCHANT NAVY NAVY BOILED LONG PLAX CANVAS RELIANCE CROWN TARPAILING KARBERG & CO. SOLE AGENTS.

RUINART PERE & FILS, REIMS  
Established 1719.  
CHAMPAGNE GROWERS AND SHIPPERS.  
Ship only the Finest Quality Extra Dry (Green Seal). LAUTS, WEGENER & CO., Sole Agents.  
Hongkong, 17th May, 1905. [a22]

SUN FAT & CO.

MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR, EMBODHEES, LACMS, SILKS, PONGEES, GEARS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TRUNKS, HEAVY FURNITURE AND FABRIC GOODS. NO. 82, QUEEN'S ROAD CENTRAL. Any Order Promptly Attended To. Hongkong, 12th January, 1905.

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers. Call Flag W.

J. W. KEW,  
Manager,  
Hotel Mansions, 3rd Floor,  
Hongkong, 8th August, 1905. [a433]

## LANE, CRAWFORD & CO. NEW GOODS FOR ALL DEPARTMENTS NOW ARRIVING.

GROUND FLOOR—GENTLEMEN'S OUTFITTING, HOSIERY, &c.  
HARDWARE, ELECTRO-PLATE, CUTLERY, GLASSWARE, CRICKET, TENNIS, FOOTBALL, HOCKEY & CROQUET GEAR. GROCERIES, WINES AND SPIRITS.  
SHIP-CHANDLERY DEPARTMENT.  
1ST FLOOR—PIANOS AND MUSICAL INSTRUMENTS, MUSIC, &c.  
TAILORING & GENERAL OFFICES.  
2ND FLOOR—FURNISHING, UPHOLSTERY, CARPETS, BEDSTEADS, HOUSEHOLD LINEN, &c.  
BY LADIES' COSTUMES, BLOUSES, SKIRTS, HATS, RAIN-ELEVATOR COATS, UMBRELLAS, SUNSHADES, &c.

## LANE, CRAWFORD & CO. Hongkong, 28th September, 1905. [a36]

## THE LAHMEYER ELECTRICAL CO. LD. LONDON.

## FELTEN & GUILLAUME-LAHMEYER WERKE FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to—SIEMSSSEN & CO., SOLE AGENTS FOR CHINA. [a34]

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## MITSUI BUSSAN KAISHA MITSUI & CO.

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PEINOB'S BUILDINGS, ICE HOUSE STREET

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CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal, and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Hokoku, Honko, Kaneko, Fujinotan, Mima, Minoura, Onours Otsuji, Sashara, Tsubukuro, Yoshimatsu, Yoshi, Yonobara, and other Coals.

S. MINAMI, Manager, Hongkong.

1

THE PRINCIPLE OF POPULATION BY MATHEMATICS with Biography & Introduction, by BETTY ... 390

YOKOHAMA YARDS

CHINA COAST TALES, by Lise Boen,

5th Series; No. 9, THE ACTING

THIRD ASSISTANT ... 1.00

CHRISTMAS CARDS for PRIVATE

RETEETINGS

THE NEW SEASON'S PATTERNS now

ready.

QUO VADIS

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### HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES,  
Acting Manager.

### KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 24th July, 1905. [a1729]

CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near the Banks and Principal Offices.

Excellent Cuisine and Wines.

Large and Lofti Rooms, Elegantly Furnished throughout.

Hydraulic Elevator, hot and cold water throughout.

Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to the MANAGER.

Hongkong, 31st October, 1902. [a4]

BOA VISTA

(HOTEL-SANITARIUM OF SOUTH CHINA), MACAO.

HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. One steamer (s.s. *Heungkong*) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

Cable Address—"BOAVISTA".

For Terms, apply to the MANAGER.

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VICTORIA HOTEL.

SHAMLEN—CANTON.

On the British Concession.

### MACAO HOTEL.

MACAO, CHINA.

In the Centre of the Praia Grande.

Both Hotels under experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

WM. FARMER.

Proprietor.

a2035

### J. WATT JAMESON & CO., MARINE SALVAGE ENGINEERS.

THIS COMPANY POSSESSES THE MOST POWERFUL & EFFICIENT SALVAGE MACHINERY.

CONTRACTS UNDERTAKEN.

TELEGRAPHIC INSTRUCTIONS ACTED UPON IMMEDIATELY.

The Company has the powerful steamer City of Birmingham (237 Tons, 750 I.H.P.) specially equipped with necessary Gear for Salvage purposes, always ready at Short Notice.

Telegraphic Address—"SALVAGE-HONGKONG" HOTEL MANSIONS.

A.B.C. 4th Edition, & 4th Floor

A. I. Codes.

Agents for Messrs. SIEBE, GOEMAN & CO.

Submarine Engineers, Makers of all classes of Diving Gear, London.

Hongkong, 3rd October, 1905. 2265

## W. BREWER & CO.

23 & 25, QUEEN'S ROAD.

LETTS' DIARIES, 1906.

NEW STOCK:

PLAYING CARDS in Great Variety;

AYRE'S CHAMPIONSHIP

TENNIS BALLS; EGYPTIAN

CIGARETTES — Sultans \$2.00

per 100.

Sandow's "Grip" DUMB BELLS.

GUEST, WEDDING, and MENU

CARDS.

GEM & CLINCH PAPER CLIPS.

AUTOGRAPH & other CHRISTMAS

CARDS. Very Choice Selection.

New Style.

For very little Folk—A Jumble Book ... 2.70

[35]

## CHUN SENG.

No. 39, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA

DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.

ALL NEW GOODS IN STOCK.

A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.

Hongkong, 27th May, 1905. [a129]

## KELLY & WALSH, LD., HAVE REMOVED TO

### YORK BUILDINGS.

CHATER ROAD

## INTIMATION

A. S. WATSON & CO.,  
LIMITED,

WINE & SPIRIT  
MERCHANTS.

## "BULL DOG"

## LIGHT ALE.

THIS ALE, brewed expressly for ROBERT PORTER & CO., LIMITED, is bottled under a special system which enables the best characteristics of a good English Ale to be combined with extreme lightness of character and a practical FREEDOM FROM SEDIMENT, a result hitherto deemed unattainable.

Per Case 4 doz. qts. \$18 Per doz. qts. \$5.00  
8 pts. 24 pts. 3.00  
12 splits 27 splits 2.40

## SOLE AGENTS:

A. S. WATSON & CO.  
LIMITED.

## ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

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All communications relating to the news columns should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: PHAS. Codes: A.R.O. 5th Ed.  
Liber's  
P.O. Box, 33. Telephones No. 12

**BIRTH.**  
On 14th October, at Canton, the wife of E. C. DAVENPORT, M.R.C.S., L.R.C.P., M.B., London, of a son. [2336]

**DEATH.**  
On 16th October, at Canton, ARCHIBALD CAMPBELL, chief engineer, a.s. Chi Yuen, accidentally drowned. [2357]

HONGKONG OFFICE: 10A, DES VIEUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, OCTOBER 18TH, 1905.

The British people have long been regarded as the greatest tea-drinkers in Europe, but until the Board of Trade published its memorandum which we briefly summarised in our issue of yesterday, few of us can have imagined our tea consumption in the United Kingdom to be so enormously greater than the consumption in any other country of Europe. We have it, however, officially set down that in the United Kingdom over 6 lbs. of tea per head of the population are consumed yearly and that there is no other country in Europe, with the exception of Holland, where the consumption exceeds 1 lb. per head. In view of what the memorandum tells us of the consumption of tea and the decline which has taken place in the cost of it to the consumer, it is very interesting to glance back over the history of tea in England. One of the earliest recorded instances of tea-drinking in England probably is to be found in the eternally interesting "Diary" of SAMUEL PEPYS. In 1660, Pepys wrote: "I did send for a cup of tea (a China drink) of which I never had drunk before," but it was not until seven years later apparently that "the herb" found its way to his own house. At all events it is recorded in the year 1667 in these terms: "Home, and there find my wife making of tea: a drink

which Mr. PELLING, the Poticary, tells her is good for her cold." Mr. PELLING, the Poticary, had sold the tea to Mrs. Pepys at a most enormous price—a crown an ounce at the very least. She had tasted the liquor once before; but then there was sugar in the infusion—a beverage only for the highest. She reflected that if tea should become fashionable, it would cost in house-keeping as much as their claret. Pepys, however, assured his wife that the price was coming down; and he produced the handbill of THOMAS GARWAY, in Exchange Alley, which the lady perused with great satisfaction, for the worthy merchant says that although "tea in England hath been sold in the leaf for six pounds and sometimes for ten pounds the pound weight," he "by continued care and industry in obtaining the best tea" was now able to "sell tea for 16s. to 50s. per lb." GARWAY mentions that he not only sold tea in the leaf but "many noblemen, physicians, merchants, etc., daily resort to his house to drink the drink thereof." Coffee and tea came into England as twin brothers, and by-and-by there sprang up all over London the famous coffee-houses, many of which have their merits enshrined in some of the best literature of the country.

It has been said that the history of tea from its first introduction to England may be read in the history of taxation. The first tax is, indeed, a curious illustration of the mode of its sale. By an act of CHARLES II (1670) a duty of eighteen pence was imposed upon "every gallon of chocolate, sherbet, and tea, made and sold, to be paid by the makers thereof," and we may infer from this that tea was practically unknown as a general article of diet even of the wealthiest. This mode of taxation must have required the presence of an excise officer in every coffee-house. Though the aforesaid Mr. GARWAY proclaimed that physicians among others daily resorted to his house to drink tea, there is abundant record of fact that doctors generally denounced its use and wits railed against it; but it nevertheless grew in favour. In 1688 the method of taxation was changed to a Customs duty of five shillings per pound, and this lasted for half a century. Tea was so expensive a luxury apparently that in the *Tablet* of 1710 it is stated on the authority of an "antiquary" who has searched the registers in which the bills of fare of the Court are recorded, "that instead of tea and bread and butter, which had prevailed of late years, the maids of honour in QUEEN ELIZABETH's time were allowed 'three rumps of beef for their breakfast'!" We have no record of the number catered for, but in charity assume the number to have been large indeed. Yet in spite of prohibitory tariffs tea forced its way into common use, and when in 1745 the Government reduced the taxation to "1s. per lb. and 2s. per cent. on the gross price" the consumption increased by leaps and bounds. In 1745 the home consumption was 730,729 lbs.; the following year that figure was trebled. Men began to rail at the excessive use of tea which in 1748 was described as having become "so common that the meanest families, even of labouring people, particularly in boroughs, make their morning meal of it, and thereby wholly dispense the ale, which heretofore was their accustomed drink; and the same drug supplies all the labouring women with their afternoon's entertainments to the exclusion of the twopenny."

Notwithstanding the ridicule of the wits, and the prejudices of those who urged that the popular use of tea would ruin agriculture by diminishing the demand for malt liquors, a view taken by various administrations in the eighteenth century, who accordingly adopted as a policy the fiscal folly of prohibition—the tea-drinking habit had become so rooted in the people that no efforts of the government could destroy it. When the excise duty was repealed in 1834 and retail prices were brought down to a figure within the means of the general populace the consumption increased remarkably. In 1833 the consumption of tea in the United Kingdom was ten million pounds more than it was sixteen years before. In the next fifteen years, bringing us down to 1848, the nation was consuming seventeen millions more than in 1833, the total amount retained for home consumption in 1848 being 48,735,791 lbs. When it is stated that the consumption in the United Kingdom is now over 250 million pounds a year, it simply shows what "hardened and shameless tea-drinkers" the English people have become. It is an interesting speculation whether the fact of the extraordinary popularity of tea in England is not traceable to the prohibitory taxation placed upon it in its early days. Even in the early part of

the last century tea which sold for eight shillings in England could be procured for fourteen pence in Hamburg. The very expensiveness of the article, combined with the avowed hostility of the brewers towards it, probably only increased the eagerness of the people to procure it.

At the Hongkong branch of the Royal Sanitary Institute last night Dr. Pearson, M.O.H., lectured on "The Atmosphere."

The Chief Justice, Sir F. T. Piggott, is expected to return from his holiday in Japan this morning by the C.P.R. steamer *Athenian*.

Yesterday most of the volunteers left camp after the morning drill with Maxim and 15 B.L. guns. For those who remained there was musketry practice, and in the afternoon work with the maxims and big guns was resumed.

We gather from the London papers to hand by the last mail that Sir Henry Irving was to commence a provincial tour on October 2nd. It was not intended to be his farewell visit to the provinces. He intended to go on tour in America next year.

There is no more convincing evidence of the poverty of the people of the Philippine Islands, says the *Cableman*, than the great lack of cattle and hogs everywhere noticeable in the country. This is particularly true because of the excellent facilities which the islands afford for rearing these animals.

Scottish newspapers announce that the Rev. John Watson, who has been minister of Kelso North United Free Church for ten years, has accepted an invitation to return to missionary work at Amoy, under the auspices of the English Presbyterian Church, and will shortly be ordained at Berwick.

His Excellency Tong Shao Yi, High Commissioner of the Imperial Chinese Mission to Tibet and India, is, with his staff, returning. He arrived by the *Leisong* yesterday on his way to Peking from India. His Excellency will try to spend a day or two at Canton, his native city, but will proceed to Peking via Shanghai and Tientsin by the earliest boat. He is travelling privately and is not likely to stop in Hongkong at all.

Speaking at Gravesend on behalf of the Water-side Missions, the Bishop of Rochester said sailors were the finest type of humanity on God's earth, and that there was no man to whom he would more readily raise his silk hat than to the British mariner. He had learned that Admiral Tezo was baptised at Gravesend, and he invited all the local clergy to search their registers in order that the interesting event might be more prominently recorded.

An influential committee was formed in London to accredit to Mr. Eugen Sandow a public reception on his return from the Far East. A special train was chartered by the committee, to meet the steamer at Dover. Mr. Sandow was to return by this train. A large number of applications had been received for the reserved enclosure at Charing Cross Station, while a crowd of admirers of Mr. Sandow and his work were expected to join in the popular welcome.

The growing importance of the marine service in Indo-China has rendered it necessary to appoint a general officer, who will exercise his authority over all the personnel and material in Indo-China. The local Tonkin station will not in future have a superior officer. In accordance with this decision Rear-Admiral de Maroies has been nominated to the command in Indo-China, and Rear-Admiral Boisse appointed commander of the division of the French squadron in the Far East.

The *Government Gazette* of the Straits contains the draft of a bill to consolidate the law relating to merchant shipping, a consolidation which has long been desirable. The draft with summaries, etc., fills not far short of 200 pages of the Gazette. It is stated that the whole object of the Consolidation Ordinance is to provide a manual of the law of merchant shipping as administered in the Colony. The Bill was undertaken in consequence of the repeatedly expressed desire of the Chamber of Commerce and the mercantile community to have all the law in one Ordinance framed on the model of the Merchant Shipping Act 1894.

## ROYAL HONGKONG GOLF CLUB.

The quarterly meeting of the Golf Club was held at Happy Valley on the 14th to 17th instant when the following returns were made. Mr. W. J. Saunders swept the board with a fine net return of 73.

Mr. W. J. Saunders	... 86 - 13 = 73
Mr. W. D. Kraft	... 84 - 8 = 76
Mr. C. M. G. Burrie	... 77 + 1 = 78
Mr. A. B. Rouse	... 99 - 14 = 85

MARTIN CUP AND BOGEY.

Mr. W. J. Saunders	... ... 2 up
Mr. T. S. Forrest	... ... 2 down
Dr. W. L. Martin	... ... 2 down
Mr. C. M. G. Burrie	... ... 4 down
Mr. C. E. H. Beavis	... ... 4 down

POOL.

Mr. W. J. Saunders	... 86 - 13 = 73
Mr. C. M. G. Burrie	... 77 + 1 = 78
Mr. A. Murray	... 85 - 7 = 78
Dr. W. L. Martin	... 86 - 8 = 78
Mr. A. B. Rouse	... 99 - 14 = 85

\* \* \* Winner of McEwen Cup, Bogeys, Martin Cup and Pool.

In the case of a man charged with disorderly conduct, Mr. Plowden, the well-known wit of the London magisterial bench, asked the policeman if the prisoner was drunk at the time. The constable was remarking that he "really could not conscientiously say that" when Mr. Plowden interrupted him with "Oh, don't, for any sake, do hurt to your conscience. Most of us haven't got one. When you have one, treat it tenderly."

## TELEGRAMS.

[By COURTESY OF THE JAPANESE CONSUL.]

## RATIFICATION OF THE PEACE TREATY.

TOKYO, 16th October, 7 p.m.

The Peace Treaty of Japan and Russia was ratified by His Majesty the Emperor of Japan as well as by the Czar of Russia on the 14th instant, and information of the ratification of the Treaty was exchanged by both the Governments on the 15th instant.

The whole of the terms come into force from the date of the information we received.

The Japanese Government has promulgated it in the *Government Gazette* of the 16th instant by Imperial Decree.

[DAILY PRESS SERVICE.]

## THE LATE SIR HENRY IRVING.

LONDON, 17th October.

The burial of Sir Henry Irving, the famous actor, is to take place on Friday in Westminster Abbey.

## GERMANY'S SOUTH AFRICAN TROUBLE.

LONDON, 17th October.

Several German successes in the operations against the Hereros in South Africa are reported.

[REUTER'S SERVICE.]

## GREAT BRITAIN AND GERMANY.

LONDON, 15th October.

The *North German Gazette*, confirming Reuter's of the 14th instant, says that Great Britain's communication, which was spontaneous and confidential, was received in Germany in the same loyal spirit in which it was made; the assertions of Le Matin had not given any occasion for an Anglo-German diplomatic incident, and the semi-official statement was regarded in Berlin as closing the matter.

## SUPREME COURT.

Tuesday, 17th October.

## IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUSINE JUDGE).

## CLAIM FOR GOODS SUPPLIED.

Tak Cheung Tai, trader, of No. 8 Circular Pathway, sued Tung Tai and Cheung Hop, lately trading under the style of the Yan Wo Chau, to recover the sum of \$18.63, balance due for goods supplied.

Mr. R. Harding (of Messrs. Ewens, Harston and Harding) appeared for the plaintiff, and Mr. R. A. Harding represented the Tung Tai firm.

Mr. R. Harding stated that all the goods in respect of which the money was claimed were delivered to the Yan Wo Chau, mentioned in the writ as having as partners Tung Tai and Cheung Hop. In the middle of the present Chinese year the Yan Wo Chau closed and the Tung Tai sprang up in its place. It was practically the same firm, and he would prove to his Lordship through a partner that the Tung Tai took over the business of the Yan Wo Chau, also its assets and liabilities. He could produce an acknowledgment that the money was owing the Yan Wo Chau.

On the evidence his Lordship gave judgment for the defendants with costs.

\* \* \* The motion was seconded by Mr. RUMJAHN and carried.

## A QUESTION OF LAW.

The general manager of the Electric Tramway Co. Ltd., wrote bringing under the notice of the Board the want of latrine accommodation at Kennedy Town.

The M.O.H. minutiae—"There is already a public latrine close to the junction of Queen's Road West with the Praya at Kennedy Town. I do not think there is at present any urgent necessity for another further west."

The President in a minute wrote that he considered it was the duty of the Tramway Co. to provide accommodation for its employees in this part, and it was not clear from the manager's letter whether he wished the Government to erect the latrine or proposed that the company should erect it. If the Tramway Company was an "industrial establishment," section 163 would require them to erect the latrine to the satisfaction of the Board.

Mr. Pollock did not think it desirable that this question of law should be discussed at the meeting, and moved that the matter be referred to the Crown Solicitor for his opinion.

\* \* \* The motion was seconded by Mr. RUMJAHN and carried.

## A NUISANCE AT ALEXANDRA BUILDING.

Messrs. Lane, Crawford and Co., wrote to the Board complaining of a nuisance caused by the state of the lane between their building and Alexandra Building, through refuse being dumped into the lane by the different floors of Alexandra Building.

The M.O.H., who visited the lane with a Sanitary Inspector, reported that he found many justifications for Messrs. Lane, Crawford and Co.'s complaint, the nuisance being caused in the following ways:—The servants sweep all the dirt and rubbish from the verandahs of their quarters into the lane below. Several absolutely inadequate sinks have been placed in the verandahs with small connecting pipes leading into a down pipe with hopper heads below each verandah level, and when the sinks are used the water splashes over the verandahs into the lane below, and the hopper heads are not adequately connected with the verandahs. Several of the rooms are used as kitchens by the servants and the food refuse is washed over the floors into the lane. He therefore recommended the following steps to abate the nuisance: The present open-work railings should be replaced by solid structures so that refuse could be washed through to the lane; the sinks on the verandahs should be removed to within the kitchens; the hopper heads should be connected to the verandahs, so that washings from the kitchens would be carried into the

## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon at the Board Room. Hon. Dr. F. Clark (president) presided, and there were also present: Dr. W. W. Pearson, M.O.H., Major Josling, Mr. H. W. Slade, Mr. A. W. Brewin, Hon. Mr. W. Chisholm, Mr. H. E. Pollock, K.C., Mr. Lau Chu Pak and Mr. G. A. Woodcock (secretary).

## CLEAN BILLS OF HEALTH.

Mr. Pollock had given notice of his intention to move the following resolution: "That, in view of the small number and the intermittent occurrence of cases of plague at the close of the plague season, it is desirable that the present practice to grant clean bills of health in connection with plague cases should be modified." Mr. Pollock now asked permission to postpone the motion until the next meeting of the Board, as he had not yet got together all the data and figures which he would like to place before the meeting when moving such resolution.

There being no objection, a postponement was granted.

## INSUFFICIENT LATRINE AND URINAL.

ACCOMMODATION.

With regard to the report as to insufficient accommodation of this sort at Tsimshatsui Point the M.O.H. and A.M.O.H. reported as follows:—"it is impossible to suggest a site for a latrine which will not cause some person or persons to complain, but we think that the site which would be least objectionable and at the same time convenient is a piece of ground near I.L. Road. We have also interviewed the Secretary of the Hongkong and Kowloon Wharf and Godown Co. on the question of latrine accommodation in the company's ground. It appears that shortly the portion of Chater Road on the Harbour side of Macdonnell Road is to be enclosed by the company and the secretary suggests that he will then close the entrance to his coolie latrine from Macdonnell Road, and also the windows of the latrine opening into the road, making an entrance only from the company's private land. Should this not be found sufficient to remove cause of complaint he is prepared to do away with the latrine and replace it by erecting one on the roof of the coolie quarters on M.L. 11. In this position it is not likely to give cause of complaint as a similar structure has for a long time existed on the roof of the company's quarters on M.L. 10 without causing annoyance to anyone. In addition to this, to prevent the latrines becoming a nuisance through being inadequately

## CORRESPONDENCE.

## THE PUBLIC LIGHTING.

TO THE EDITOR OF THE "DAILY PRESS."

Dear Sir,—I would like to bring to the notice of the authorities the need of having the street lamps lighted earlier than is at present done. To my knowledge certain streets in the Colony, to wit, Caine Road and its vicinity, are in total darkness before the gas is turned on. This renders the public thoroughfare dangerous for traffic. I trust the "powers that be" will see their way to remedy this grievance and so confer a boon on the community.—Yours truly,

ELGINITE.

Hongkong 17th October 1905.

## CANTON.

FROM OUR CORRESPONDENT.

16th October, 1905.

## CHAU TUNG-SANG'S CASE.

Viceroy Shum is reported to have received information that Chau Tung-Sang is at present in Hongkong. He has ordered Wan Taofu and his deputy Wai to proceed to that port, and they left this morning by the s.s. *Pocou*. They have instructions and the necessary authority to demand Chau's extradition. I am afraid the Viceroy's information is incorrect and that his two deputies are both on a wild goose chase. I learn that Chau is now beyond the clutches of the Chinese authorities. It is reported that he arrived in Hongkong on the 11th instant by the s.s. *Beyern*. Mr. Fung Wa-Chuen went to meet him on board, and Chau stayed in his house till the following morning when he left for Bangkok. Siam, having no extradition treaty with China. Viceroy Shum will be denied the pleasure of seeing Chau within the walls of a Canton prison.

A curious coincidence is that Mr. Fung Wa-Chuen, who arrived in Canton on Saturday, left this morning by the s.s. *Pocou* with the deputies, who are instructed to obtain Chau's extradition, and who both expect to find him in Fung Wa-Chuen's house. Mr. and Mrs. Ho-Tung were also passengers by the same steamer.

It is rumoured that two of the inmates of the Tai-Teng Yamen, where Chau Tung-Sang's concubines and maid-servants are detained, have died.

## SQUEEZE.

The owners of the famous gambling houses in Ping-cheon have denounced to Viceroy Shum the military official of that city who is levying a squeeze from them. The Canton Kwong-Hip has been ordered by His Excellency to proceed to that city to investigate into the affair.

## A LONG QUARREL.

On passing through one of the streets in the walled city on Saturday morning I saw two Chinese women exchanging a few choice expressions from opposite windows. The crowd that had gathered beneath were being acquainted with all the black deeds committed by members of both families. When I returned four hours later the quarrel was still continuing and the onlookers learnt by that time who were the notorious members of both families for at least five generations back!

## HOUSE &amp; STEAMER.

A strange accident occurred on the morning of the 13th inst. It appears that when the s.s. *Kwong Chow* was steaming up to her buoy a junk was almost collided with. In trying to avoid the junk the steamer ran into a house on the Honam which naturally collapsed. The owners are now asking for \$500 damages. The master will, no doubt, be amicably settled.

## LOCAL SPORT.

A football match was played here yesterday between members of the I. M. C. and the crew of H. M. S. *Sandpiper*. The game ended in a draw. This is the first match played on the new recreation ground.

## DROWNING FATALITY.

Mr. Archibald Campbell, chief engineer of the s.s. *Chi Yuen* (China Merchants Steam Navigation Co.), was accidentally drowned this morning. It appears that he slept on deck last night in a long chair and was last seen at about 1.30 a.m. It is surmised that he got up a little later and must have overbalanced himself while walking along the rails of the steamer. His body has been recovered and an inquest held at the Consulate to-day. The jury returned a verdict of accidentally drowned.

## POLICE COURT.

Tuesday, 16th October.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

RETURNED FROM BANISHMENT.

Lin Kin, for returning from banishment, was sentenced to one year's imprisonment and six hours' in the stocks.

## A COLOURED MERIDIAN.

Martin George, a man of colour, charged with beggarly after being told to desist, said he did not belong to the country, but was told he must obey the laws of the country. He was sentenced to one month's hard labour.

THE FERRY DISASTER.

Lo Fuk, master of the ferry boat *Evening Star*, was charged with the manslaughter of two female Chinese. Yesterday morning at 5 o'clock his boat ran into a sampan and capsized it, resulting in two women being drowned. He was remanded for a week pending the recovery of the bodies, bail being allowed in \$100.

BEFORE MR. G. N. ORME (SECOND POLICE MAGISTRATE).

## GAMBLERS.

As the result of a police raid on premises at 32 Bridge Street fourteen natives were charged with gambling. They were playing min yung. The first and second defendants were fined \$40 each and the others \$3 each.

## PARIS LETTER.

PARIS, 15th September.

THE SHOOTING SEASON.

September, which is one of the nicest months in the year, marks the opening of the shooting and hunting season in France. Although *La Chasse* is a term which means less in this country than it does in England it is becoming more and more an institution with the French—and the development of the sporting instinct in France within recent years has been very remarkable. Thus, last year (1904) at this time the *Préfecture de la Seine* issued 2,236 shooting licences to aspirant Nimrods; during the same five days this current year (1905) the number was 3,997. Something between 450,000 and 480,000 shooting licences are taken out annually in the whole of France. As each licence costs 40 francs, this represents a very welcome addition to the revenues of the State as well as the *Communes*. (The *Commune* is the territorial unity of the country for administrative purposes. There are 36,000 *Communes* in France widely differing in area and population. Each can have its proper Municipality or may coalesce, or unite together in order to economize and facilitate administrative work.) Permission to carry a gun *port-d'armes*, as it is called, may be obtained at any *Prefecture*; it costs, as already stated, 40 francs, and is valid for only one year. The sportsman should always carry it about him, since any authorised guard may always demand to see it; and, if not produced a summons may be issued which will be attended by expense. Sporting must not be on another's property without leave, and on no unenclosed property out of the season, which is from the 1st September to the 1st March.

## POUR SPORT.

Very few of the French "hunting" or "chasseur," to give them their proper name, get anything but fresh air and exercise in return for their permission to shoot at large. Game is not too abundant in France, except on private estates, where the *chasseur* may not go. In any case, if the French Nimrod does little harm with his gun—save where he shoots his faithful dog—a common occurrence—he does a lot of good to those who live by providing facilities for the enjoyment of the shooting season. This is why gunsmiths, ammunition dealers, and game breeders, tanners, tailors, bootmakers—for in France the special outfit or uniform is the principal thing—railway companies, have all reason to feel grateful for the growth of the sporting appetite. Every pheasant shot in France on a preserved shooting cost the proprietor of the estate between 30 and 35 francs. For less than the fifth of that sum you can buy a pheasant in the Paris markets even when game is scarce. Of course by so doing, you'll sell the picturesque elements, you forego the fierce delights of the chase, while you have no excuse for putting on your quaint sporting outfit, if you are only going to market. No wonder that every true Frenchman's motto is *Vive la chasse*, though he says nothing.

The Halles Centrales look uncommonly attractive since the beginning of the month, so does the outside of leading restaurants, poulterers, and grocers—for the latter sell all sorts of game in France. Prices during the first fortnight are proverbially exorbitant, but then game is considered a *primier* when it first comes in. Hares are actually selling at from 10 to 12 francs each. These are French animals. German hares can be had at from 7 to 10 francs. Venison which is still scarce, and deer from French Lorraine sell at prices varying from 50 to 60 francs each. Partridges—which are rather a disappointing feature this year so far—command from 5 to 6 francs a brace. As time goes on, prices become cheaper, and supplies more abundant. All wealthy Parisians feast during September on game as a matter of course, since it is *de rigueur*.

**AN UNUSUAL PICTURE OF THE KAISER.**  
Many will be delighted to learn that the Kaiser is not at all so black as he is painted! According to a French contemporary, the *Kuiper* is incorrectly represented abroad, but his true character is far from being well known even by his own subjects. The devouring activity which keeps him ceaselessly travelling over his Empire, and taking his yacht to widely-separated seas, causes people to picture the Kaiser as possessed of the most gigantic designs. He is supposed to be voluntarily absorbed in marvellous combinations whose extent embraces the entire world; and when, with the dramatic setting with which he loves to surround all his actions, he appears in any place, the most fantastic plans are attributed to him. "How far this is from the truth!" exclaims the writer of the article in question. "If Norway had not thought it her duty to proclaim her divorce from Sweden, the Emperor would have taken his usual cruise this summer, and we should not have had the sensational meeting at Björkoo." But the King of Sweden requested the Kaiser to modify his itinerary this year, and the Emperor went for a cruise in the Baltic. Nothing certain has yet been made known about the mysterious meeting of the Czar and Kaiser; the future will not tell us much more, for in reality nothing exceptional occurred. The Kaiser, we are told, is of an extremely lively temperament and intellect, and he likes to exchange ideas, to pay end to receive visits. He does not mind if he causes the world to hold its breath at times, and it must be admitted that modesty is not the dominant trait of his character. But it should not be imagined that he is for ever studying problems of grandeur and supremacy. His Majesty is, indeed, less occupied with questions of foreign politics than is generally supposed. With his great facility of assimilation he often, in a rapid bird's eye view, touches on these matters

rapidly, leaving the care of following them closely to the Imperial Chancellor. It would be a profound error to picture the Kaiser always absorbed, his finger on his brow, in contemplation of the map of the world, and ever ready to rearrange it. He is—and this will surprise a great many people—"by nature a man of peace, who does not wish to upset anything; but he feels the necessity of a nervous activity which makes him fear he is wasting his time if he is not displaying his energies. William II. is not a sovereign of the old school. He is not haunted by ideas of the domination of the world. He is on the contrary a very modern man; and if he was not the German Emperor, he could well be compared to President Roosevelt." So much for a Frenchman on the Kaiser, whose information was communicated to him by a diplomat who knows the Emperor intimately.

## THE WEALTH OF FRANCE.

Those who consider France to be a poor country, made a great mistake. After peace was proclaimed between France and Germany in 1870-71, Bismarck exclaimed "I thought too much of their country and not enough of their money." The French are wealthy, because essentially thrifty. There is no disregard in France, as is so often the case in England, for the future, which leads an English owner or workman, to spend all his week's wages during the week, arguing that on Saturday he will receive the price of another week's work. The average Frenchman is more careful; in no country in the world is the policy of putting something by for a rainy day more carefully acted up to. Thus, when a Frenchman wishes to take his wife and children for a holiday, he can draw upon his savings; if he is sick he can do the same, and is also able to give his daughter a handsome *dowry* when she gets married.

## CANDIDATES FOR THE PRESIDENCY.

The two most powerful candidates at the present moment for the French Presidency are M. Fallières, President of the Senate, and M. Delmoy, President of the Chamber. M. Brisson, Bourgeois, Duffray, and Rouvier, have also their supporters, especially M. Bourgeois. The coming Presidential election promises to be exceptionally keen. May the best man succeed M. Lebrun!

## A NEW OVERSEA FORCE.

## IMPORTANT PROPOSALS.

In high military circles it is stated that the War Office are desirous of raising an Imperial force to supplement the regular army for India and Colonial defence. The recent examination of volunteers on Salisbury Plain and elsewhere is said to be connected with the proposal.

Men of the Militia and Volunteer corps

who are efficient soldiers and good marksmen are to be used to enrol themselves

in the Foreign Service Legion on somewhat similar lines to the sections of active service volunteers now existing. These Imperialist soldiers will remain in civil life, but will be trained to annual training in large centres, and officered from the Reserve of Officers, which is to be reorganized and considerably augmented to satisfy the needs of the new Overseas Force. The force will be largely composed of Militia, and will, it is understood, be independent of the home volunteers, who are to remain in much the same state as at present, the only prospective alteration being the reorganization of the Field Army and Volunteer Brigades allotted for home defence.

Proposals are to be made shortly for obtaining a greater supply of officers for both the Militia and Volunteers, and there are indications that the latter will be more liberally dealt with in the near future. The scheme, which has been carefully guarded pending certain statistics being obtained by the authorities on which to base the new fighting army, is spoken of as an honest attempt to produce a powerful reserve army without unduly weakening the defence of the home islands, whilst at the same time rendering conscription nugatory.—*Naval & Military Record*.

## A SURPRISE VISIT TO THE DIADEM.

An interesting little ceremony took place on Sunday morning, the 8th inst., when the members of the Tokiwakai, an association of girls graduated from the Kobe Higher Elementary Girls' School, many of the members of which, however, are now married, paid a visit to the *Hachim* *Diadém* and presented baskets of flowers to Admiral Noel. The party, about 40 in number, was accompanied by the *Japan Chronicle*, by the teachers of the school and left the Western Customs house in two lighters towed by a steam launch, at about 9 o'clock. When the party reached the *Diadém* the Sunday service was in progress, and the lighters rowed round the *Hachim*, *Antropusov*, and *Nedj*, which were lying near the *Diadém*. The ladies were shown to the Admiral's cabin and introduced to Admiral Noel, who immediately expressed the desire that the whole party should come on board. When the Admirals came to greet the young ladies they gave three "Banzais," and Admiral Noel was evidently highly delighted and not a little surprised when the party joined in singing the British National Anthem in English. This was followed by the singing of the *Kimigayo* and the *Iwaya Iwa* ("Great! Great!"). Admiral Noel said that he was very pleased to hear Japanese girls sing the British national anthem, and the visit would long remain in his memory. He added that, if previous notices had been given, he would have arranged a tea party on board. The young ladies were then shown all over the ship, spending about two hours and a half on board. Some pretty picture cards were presented to the officers, and Admiral Noel in return gave the young ladies hats bands with the name of the *Diadém* printed in gold.

## LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of India* arrived at Yokohama at 1.30 p.m. on Monday, the 16th inst., and left again at 6 a.m. on Tuesday for Korea, where she is due to arrive at 6 a.m. to-day. The C.P.R. str. *Tarlar* left Vancouver on Monday, the 16th Oct., p.m. for Hongkong via the usual ports of call.

The Ben Line str. *Bennohr*, from Antwerp and London, left Singapore yesterday, and is expected here on the 23rd inst.

## PROPOSED JAPAN-KOREA TARIFF UNION.

## TO ENCOURAGE JAPANESE IMMIGRATION.

The *Chugai Shogu* advocates a revision of the tariff between Japan and Korea. Our Tokyo contemporary urges that the question of a tariff union between the two countries, which was made the subject of discussion at the recent conference of the United Chambers of Commerce, merits the serious attention of the Government. The total trade between Japan and Korea last year was only 26 million yen, but, judging from the remarkable progress made in the past, there is little doubt that the trade admits of greater development if some means of encouragement can be devised. The existing import tariff of Korea amounts to 7 per cent., which is not very high compared with that of other countries and excepting China. Japan's trade with Korea predominates over that of other countries. In the light of these facts there may not seem much necessity for the conclusion of a special tariff union. But this is not so. Most of the Japanese articles exported to Korea such as rice, sake, coal, cotton yarn, etc., are chiefly for the consumption of the Japanese in the peninsula, and it is evident that the demand for these and other goods in Korea will greatly increase, with the emigration of Japanese farmers, fishermen, miners and other classes of people to the peninsula. With regard to the imports from Korea into Japan such as beans, animal hides, raw cotton, fish maw, etc., their production is still largely in the hands of Koreans. There is no doubt, however, that, with the gradual increase of Japanese population, much of these and other industries will fall into the hands of the new-comers. At these imports must, under the existing arrangements, pay a high duty when imported into Japan.

Thus, in the opinion of the *Chugai Shogu*, the tariff arrangements between Japan and Korea, as they now stand, are likely to prove an obstacle to Japanese emigration to Korea.

Some years ago Russia concluded with Korea a sort of tariff union under the name of the Russo-Korean Overland Commercial Treaty. This instrument certain places of Korea were opened to free trade between Russia and Korea, it being agreed that a duty of 5 per cent. should be levied in case of goods being carried out of certain limits.

The treaty is now a dead letter, but should it be resuscitated it would prove a serious blow to Japanese trade.

Some people seem to doubt whether a tariff union between Japan and Korea would not be contrary to the "equal opportunities" stipulation in question; however, being intended to recognize the rights and interests in Korea of countries other than Japan, the latter's action in the matter of tariff union will not be hampered by it in the least. It is desirable that the Government should take this matter in hand and make such arrangements as to place the exports and imports between the two countries under a low duty and thus encourage Japanese immigration to Korea. —*Japan Chronicle*.

Thus, in the opinion of the *Chugai Shogu*, the report for presentation to the second ordinary general meeting of shareholders, to be held at the offices of the company at Shanghai on Tuesday next reads as follows:

The directors beg to submit for the information of shareholders the annexed duly audited statement of the company's accounts to the 30th June 1905.

1904.—The balance at credit of this account is Tls. 344,232.79, and after deducting an interim dividend of 7½ per cent., aggregating Tls. 9,032.26, paid on the 1st May last, there remains a sum of Tls. 335,200.53, which the directors recommend should be appropriated in the following manner:

A final dividend of 7½ per cent. on the paid-up capital.

A bonus of 15 per cent. upon contributory premiums.

Tls. 100,000 to the credit of a silver reserve fund.

Tls. 50,000 to the credit of an "exchange and investment fluctuation account."

And the balance to be transferred to underwriting reserve account, closing the account for 1904.

1905.—The balance at credit of working account, to the 30th June amounts to Tls. 302,53.37.

Reserve Fund.—Acting under the powers conferred on them by the articles of association, the directors decided to convert the Tls. 800,000 referred to in the last report, into a permanent sterling reserve and it now appears in the balance sheet as £100,000.

Directors.—In accordance with the provisions of the articles of association, the directors all retire, but being eligible, offer themselves with the exception of Mr. Matthews, who is leaving for home for re-election. Notices in writing of candidature for the seat vacated by Mr. Matthews will be received at the head office, up to 10th October.

Auditors.—The accounts have been audited by Messrs. Wingrove and Hayter, and they again tender their services to the Shareholders.

By order of the court of directors.

W. M. GEO. BAYNE,  
Secretary.

Shanghai, 9th October 1905.

## THE NO. 2 FOLDING BROWNIE.

## A PERFECT POCKET CAMERA.

\$12.00.

## THE BURLINGTON.

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies will be sent by post.

Advertisements and Subscriptions which are not ordered for a fixed period will be discontinued until countermanded.

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Lieut's.  
P.O. Box, 33, Telephone No 12

## NEW ADVERTISEMENTS

## NIPPON YUSEN KAISHA.

FOR MARSELLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, AND PORT SAID.

THE British Steamship

## DEN OF MAINS.

Captain Singer will be despatched for the above ports on WEDNESDAY, the 25th inst., at 4 P.M.

For Freight, apply to NIPPON YUSEN KAISHA,

Agents, Hongkong, 18th October, 1905. [2361]

## NOTICE TO CONSIGNEES.

CHOCOLATES, CHOCOLATE CREAMES, CONFETIONERY, etc., in fancy boxes, or loose by the lb. HUNTER and PALMER'S CAKES. Different kinds of TOYS. At Cheap Prices to suit all.

P. C. PATELL,

40, Lyndhurst Terrace,

Hongkong, 17th October, 1905. [2354]

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction

ON SATURDAY,

the 21st October, 1905, at 2.30 P.M., at his

SALES ROOMS, Queen's Road,

AN ASSORTMENT OF FIRST CLASS JAPANESE CURIOS,

Comprising:-

FINE ART OLD SA TSUMA, FINE CLOISONNE, FANCY BRONZES, BRASS-WARE, IVORY INLAID PANELS, CUT VELVET PICTURES, LACQUERED WARE, KAKIMINOS, EMBROIDERED SCREENS, &c., &c.

TERMS OF SALE:-As Customary.

V. I. RAMEDIOS,

Auctioneer.

Hongkong, 18th October, 1905. [2358]

## IN THE SUPREME COURT OF HONGKONG.

## PROBATE JURISDICTION.

In the goods of WILLIAM HENRY RAY, deceased late of Victoria, in the Colony of Hongkong.

NOTICE IS HEREBY GIVEN that His Honour the Poynne Judge has in virtue of Section 38 of Ordinance No. 2 of 1897 made an Or. or limiting to the 16th day of January, 1905, as the time for creditors to send in their claims against the estate of WILLIAM HENRY RAY, late of Victoria, in the Colony of Hongkong, deceased, who died on the 2d August, 1905, at Atlantic City, Atlantic County, New Jersey, in the United States of America, and Probate of whose will was granted by the Supreme Court of Hongkong in its Probate Jurisdiction on the fourth day of October, 1905, o JAMES WHITALL, the Secretary of the China Traders Insurance Company, Limited, the sole Executor named in the will. NOTICE IS ALSO GIVEN that all such claims are to be sent in writing to the said Executor JAMES WHITALL, Secretary of the China Traders Insurance Company, Limited, Hongkong, prior to the 16th January, 1905, or no notice will be taken of them. All persons indebted to the above estate are requested to make immediate payment to JAMES WHITALL as such Executor.

Dated the 17th day of October, 1905.

Messrs. JOHNSON, SPOKES & MASTER, Solicitors for James Whittall, the above-named Executor. [2359]

## IN THE SUPREME COURT OF HONGKONG.

## ORIGINAL JURISDICTION.

Action No. 351 of 1905.

Between the LI KI FIRM, Plaintiffs, and WONG U LUNG TAI, WONG TSZ PING, WONG U CHENG, WONG SZ MING & WONG YAN TONG, Defendants.

TAKE NOTICE that the Writ of Summons issued against you herein has in accordance with the Order of His Honour ALFRED GASCOYNE WISE, Acting Chief Justice, made herein on the 14th day of October, 1905, been served by posting copies thereof at No. 257 Des Voeux Road Central, Victoria, Hongkong, and by posting copies thereof on the Court House Door, Victoria, a circuit on the 14th day of October, 1905, and that if you intend to defend such action you must cause an appearance to be entered for you in this action within 8 days after the service of such Writ as aforesaid.

Dated the 17th day of October, 1905.

JOHN HA TINGS,  
No. 38, Queen's Road Central, Victoria, aforesaid, Solicitor for the above-named Plaintiffs.

To The Wong U Lung Tai Firm,  
Wong Tsz Ping, Wong U Cheung,  
Wong Sz Ming and Wong Yan Tong,  
late of No. 257 Des Voeux Road,  
Central, Victoria, aforesaid, Traders.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW:

THE Company's Steamship

## "HAIMUN."

Captain A. J. Robson will be despatched for the above ports on THURSDAY, the 19th Oct. at 9 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 18th October, 1905. [2362]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

## "LAISANG."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 4 P.M. the 13th Oct. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 17th October, 1905. [18]

## PUBLIC COMPANIES

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY YEARMEEETING of the SOCIETY will be held at its Head Office, No. 1 Queen's Buildings, Hongkong, TO-MORROW (THURSDAY), the 19th October, 1905, at Noon, for the purpose of receiving the report of the Directors together with Statements of Account for the year 1904 and for the half year ending 30th June, 1905, and of declaring dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 9th October to the 19th October, both days inclusive.

By Order of the Board.

W. J. SAUNDERS,

Secretary.

Hongkong, 15th September, 1905. [2136]

## CANTON INSURANCE OFFICE, LTD.

## NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the undersigned at 12 o'clock (NOON) on FRIDAY, the 20th Oct. 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th proximo, both days inclusive.

JARDINE, MATHESON & CO.,

General Managers.

Canton Insurance Office, Limited.

Hongkong, 27th September, 1905. [2311]

## IN THE MATTER OF THE TEGRAU PLANTING COMPANY, LIMITED.

## IN LIQUIDATION.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that on and after SATURDAY, 30th SEPTEMBER, the LIQUIDATORS are prepared to distribute a first and final Dividend of Two Dollars and Twenty-five cents and Seven-tenths cents per Share to those Shareholders who apply for same and deposit their Share Certificates at the Office of the undersigned, Alexandra Buildings, Des Voeux Road, Hongkong.

JOHN D. HUMPHREYS & SON,

Liquidators.

Hongkong, 22nd September, 1905. [2181]

## INTIMATIONS.

REQUIRED by a FIRST-CLASS MERCANTILE HOUSE in Hongkong an Experienced Man of business to act as COMPRODOR. Good references and substantial securities required.

Apply in writing to Messrs. JOHNSON, STOKES & MASTER,

8, Des Voeux Road Central.

Hongkong, 7th September, 1905. [2059]

A N EXPERIENCED MAN of business to act as COMPRODOR. Good references and securities required.

Apply to X. W.

Care of "Daily Press" Office.

Hongkong, 7th October, 1905. [2303]

## WANTED.

B Y EXPORT and IMPORT FIRM reliable PORTUGUESE CLERK. Good references required.

Apply to P. H.

Care of "Daily Press" Office.

Hongkong, 7th October, 1905. [2302]

## WANTED TO BUY.

A YOUNG SPORTING DOG.

Apply to F. A.

Care of Post Office,

Wuchow, 14th October, 1905. [235]

## WANTED.

A SPORTING DOG. A good Pointer or Setter. Must be well trained to the gun.

Apply to R. D. H.

British-American Tobacco Co., Ltd.

18, Bank Buildings,

Queen's Road, Hongkong.

Hongkong, 11th October, 1905. [2314]

## OFFICES TO LET.

I N ALEXANDRA BUILDINGS.

Apply to SECRETARY'S OFFICE,

A. S. Watson & Co., Limited.

Hongkong, 16th September, 1905. [2139]

## TO LET

## TO LET.

SUITABLE for Offices, TWO ROOMS in Prince's Building.

Apply to LAUTS, WEGENER & CO.

Hongkong, 4th March, 1905.

## TO LET.

TWO ROOMS on the Ground Floor of the annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE,

Secretary.

Hongkong, 1st June, 1905. [1350]

## TO LET.

N O. 3, OBSERVATORY VILLAS KOWLOON. Five Roomed House Ton's Court.

Apply to ARATOON V. APCAR & CO.

45, Wyndham Street.

Hongkong, 13th June, 1905. [1434]

## OFFICES TO LET.

I N ALEXANDRA BUILDINGS.

Apply to SECRETARY'S OFFICE,

A. S. Watson & Co., Limited.

Hongkong, 16th September, 1905. [2139]

## TO LET.

"ST. GEORGE'S HOUSE," 2 & 4, KENNEDY ROAD.

Apply to J. C. G. SACHSE.

"St. George's House."

Hongkong, 17th March, 1905. [70]

## BOARD AND RESIDENCE.

FURNISHED BEDROOM with BOARD in best part of Kowloon. Moderate terms.

Apply— M. C.

Care of "Daily Press" Office.

Hongkong, 25th September, 1905. [2197]

## BOARD AND RESIDENCE AT "BRAESIDE"

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to—Mrs. F. W. WATTS.

"Braeside," 20, Macdonnell Road,

(late of "Tang Yen")

Hongkong, 27th June, 19

## INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.  
TOTAL FUNDS AT 31ST DECEMBER, 1904.  
217,161,299.

I. AUTHORIZED CAPITAL... £3,000,000  
SUBSCRIBED CAPITAL.... 2,750,000  
PAID-UP CAPITAL..... 687,500 0 0  
II. FIRE FUNDS..... 3,001,266 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOME & CO.  
Agents.

Hongkong, 20th June, 1897. (1567)

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current Rates.

REUTER, BROCKELMANN & CO.  
Agents.

Hongkong, 21st April, 1897. (181)

THE UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

SIEGMSEN & CO.  
Hongkong, 1st January, 1904. (13)

## HONGKONG BUSINESS DIRECTORY.

## BOOKBINDING.

DAILY PRESS' OFFICE.  
The only office in China having European taught workmen Equal to Home work.

## IRON MERCHANTS.

SINGON & CO.,  
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Commission Agents. 35 & 37, Hing Loong Street, (1st Street, West of Central Market.)

## PHOTOGRAPHER.

M. MUMBEYA, JAPANESE ARTIST.  
Bromide and Crayon Engravings and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8a, Queen's Road Central.

## PRINTING.

DAILY PRESS' OFFICE.  
Proofs read by Englishmen.

## STOREKEEPERS

BISMARCK & CO.,  
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, etc. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineering Tools, Metal, Iron and Steel Merchants. 57 & 58, 29, Connaught Road, New Praya Central.

## LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate. Also Lessons in English by an English Lady.

B. R.  
Care of Office of this Paper, Hongkong, 16th August, 1905. (198)

## A. LING &amp; CO.,

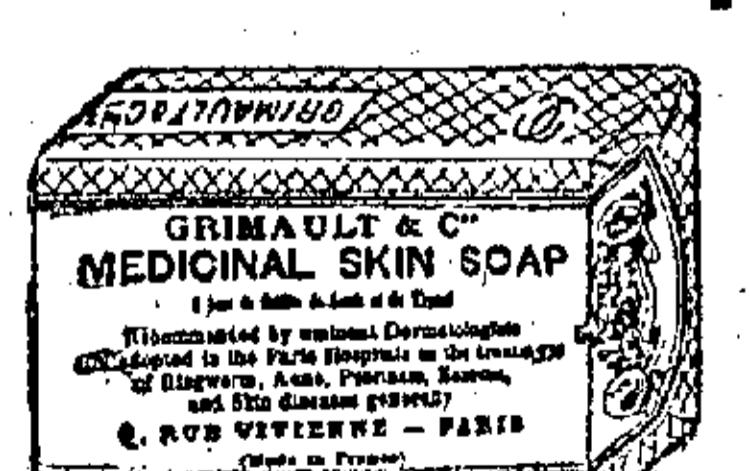
FURNITURE STORE  
PLATED GLASS AND CROCKERY  
WARE, &c., &c.; and FOOCHOW  
LAQUERED WARE  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 1st September, 1905. (235)

## CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE  
E. and KYNOCK'S SPORTING  
CARTRIDGES 8, 10, 12, 16, and 20 BORE,  
and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to SSSG, AIR GUNS and  
AMMUNITION in Variety.

WM. SCHMIDT & CO.  
Hongkong, 29th November, 1902. (2349)

GRIMAUT & CO.  
Medicinal Skin Soap

Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

8, RUE VIVIENNE, 8  
Paris

MAP OF THE SIKKIM OR WEST RIVER.  
From HONGKONG to WUCHOWFU, Showing the Ports and Calling Places Opened to Foreign Trade, 1897.  
Published at Daily Press Office.  
Price 25 Cents Cash.  
Hongkong, 1st April, 1897.

## LORD KITCHENER'S KHYBER RAILWAY.

## ITS MORAL AND MATERIAL SIGNIFICANCE.

Writing in the London *Daily Mail*, Mr. Ian Macalain says:

The more suggestion of a scheme to connect the plains of India with those of Afghanistan by means of a railroad running through the Khyber Pass invites us to two most interesting considerations.

The first is the extraordinary advance in civilization of the tribes on the North-West Frontier of India during the past few years, without which no such scheme could be conceivable in theory or practice. This is very largely due to Lord Curzon's policy of peaceful penetration of guarding those frowning frontiers by the good-will of their native inhabitants, and of securing that good-will by dividing up the unwieldy province of the Punjab, and passing in the new Frontier province all that is most capable by instinct and training to deal with frontiers and tribal problems as they arise. The second consideration follows directly from the first—viz., that the condition of these same native races is now at the malleable moment when the application of science, constructive or commercial must have an important effect upon their future development. And if, as may be expected, the projected railway should minister to the employment and then to the furtherance of trade between two commercially-minded peoples, then we may hope to see the dawn of a new era when better knowledge will inspire greater confidence and firmer friendship between the Governments of Afghanistan and of India.

The route through which Khyber railway would pass will either follow the bed of the Kabul River from Nowshera on to the boundary of Afghanistan, or it will proceed along the road now completed through the Khyber Pass itself, having its terminus at, or near Lundi Kotai. I am not expert enough to say which of these lines will prove the easier to make or the more valuable when made; but there is something to be said, *ceteris paribus*, for developing the route already familiar to the Afghan traders with their bi-weekly caravan from Kabul to Peshawar.

There is, indeed, already a short railway running out to Jamrud, the lonely fortress on the outskirts of British India from whose flag-staff mount the mountains seem to tower and frown above one, their bare, jagged peaks sparing the sky. To the left one looks down into the Tirah country; to the right one looks towards Michni, Shikarpur, and the Kabul River. Beyond this point we pass from the British Empire into independent territory occupied by fighting families with whom quarrels it is no part of our business to interfere. They may settle their own differences in their own way, but they must adhere to the "rule of the road," which is that nobody may fire or be fired at when on the road, or fifty yards from either side of it.

Once in the pass itself, the road is a first-rate one, enhanced by glorifying scenery the whole way from Jamrud to Lundi Kotai. Two days in the week the pass is open to visitors, and is substantially protected from "accident" by pickets of the Khyber Rifles, whose posts can communicate visibly from pick to peak along the whole length of the pass. Primarily the protection is taken to ensure the safe passage of the caravans to and from Peshawar incidentally it gives safe convey to those who desire, as I did, to see the country.

The caravan is a fine sight, consisting of several hundred camels, heavily laden, of mules and donkeys, goats, women, and children. These are preceded by a guard of Khyber Rifles, and a similar escort bring up the rear. Alongside marches a mighty crowd of Afghans and Pathans—dark, hook-nosed, long-haired, keen-eyed men, dressed in any sort of dirty white raiment, covered by a "postee" or rough yellow overcoat lined with goats' hair. Across the backs of many are slung rifles, some Martini and some Snyders, and a few long-barrelled country guns, called "jezails." On the road everybody carries a gun: a rifle (at full cock) and a bauldier full of cartridges are the normal equipment of the Afghans. So they march on to Ali-Masjid, the historic fortress which towers into the sky at the narrowest defile of the pass. At its foot stands a small white mosque where the pilgrims stand in prayer as they pass up their weary way.

The second portion of the journey is even more sheer and impressive; but there are more signs of life, and mud villages with their watch-towers are more numerous along the road. At last the night's resting-place is reached, and the tired caravan turns leisurely into the Seraï. In stalls the camel and lies down where he is told; the rest of the four-footed family are led to the same. Women run about picking up manure for fuel, dogs fight, and the men buy from hangers-on within this great walled compound the shapatties and lentil soup to which their long walk has entitled them. For myself I was received into the fort, most hospitably entertained by the officers of the Khyber Rifles, and had some excellent lawn tennis, with khaki-clad Afghans to pick up the balls. Times are changed since 1896!

In conclusion, let me note the respect and high confidence which are given by all the tribes to the white officers in the pass. On my return journey I was privileged to see evidence of this. Close to Ali-Masjid, the Commandant of the Khyber Rifles had convened an assembly from one of the clans in the neighbourhood. They met us at the roadside, to answer for the sins of another clan who had lately fired eight shots on to the road. All were slung about with guns and knives of sorts—a fierce, ragged-looking lot as they closed in about us. My companion, a fat, ciarré and addressed them in fluent Pashtu, which they all applauded. He fined them fifty rupees for each shot, and advised them to get the money from the offending clan with something extra for bringing the whole tribe into disgrace.

No fault was found with the award; the money was paid; judge and defendants parted the best friends. There was another "Jirga" waiting for him further down the pass, this time to receive praise and rewards for a capture of notorious horse thieves. Both incidents were full of meaning, and showed something of the gravity of the white man's burden at the Empress's edge.

Such, then, is the country and such are the tribes through which the projected railway will probably pass. Incidentally it may have a military meaning; but if the construction goes forward, it will be an engine for enormous development of confidence and commerce between ourselves, our frontier friends and our transfrontier neighbours. It may lead to the opening of a considerable port at the Lundi Kotai terminus, where Afghans will leave their beasts of burdon and proceed to Peshawar upon the "Flying Thunder," as the Red Indians used to call a train. Great things have been done for the world by the power of steam; but if it can unite Calcutta to Kabul its usefulness may have a political significance whose full value is at present hidden from our eyes.

## MISCELLANEOUS ITEMS.

## LAW OF TELEGRAPH ERRORS.

At Lowestoft County Court last month an interesting point was raised in a case which arose out of an error in transmission of a telegram from Monmouth to that town. A telegram was telephoned to Monmouth for despatch to Lowestoft ordering "one" barrel of herring, but on the arrival of the message it read "nine" and this number of barrels was accordingly sent. The consignee would only take one barrel, and sent the others back, and he was now sued for the cost of the other eight. It was contended for the consignee that the Post Office only became an agent to transmit a particular telegram, and was not an agent for one that had become altered in course of transmission, and judgment was given for the defendants.

## A. TRIUMPH OF MODERN ENGINEERING.

The members of the British Association arrived at Victoria Falls on the 21st ult., and the new bridge across the Zambezi was formally opened by the president, Professor Darwin, who made a speech to the assembled visitors in the middle of the bridge, where the train had drawn up. Sir Charles Metcalfe, Bart., read the telegram which he had wired:

"From the British South African Company, London, Sept. 12.—President and Directors congratulate you personally, also the distinguished president of the British Association, the bridge contractors, and the people of Rhodesia on the opening of the bridge to-day, the fifth-anniversary of the occupation of Mashonaland. It is very fitting that the foremost representative of science should be associated with the inauguration of a triumph of modern engineering. Regret the founder of the country is not alive to witness the realization of part of his great ideal."

## MEAL IN THE CITY OF LONDON.

A gentleman advertising in the *Times* of 1905 expresses his desire that sport is carried to excess, and that the welfare of the nation is thereby endangered, but we fail to discover a single suggestion of remedy. Now, if no remedy is forthcoming for a thing it is a fair inference—remembering Nature's law of compensation—that no remedy is needed. It is quite possible that all this talk on the abuse of sport is overdone. Remember, you are not dealing with Utopian models, you are not seeing models of sobriety and industry decaying away from nobler pursuits to the playing-fields; you are dealing with ordinary human beings with an inherent fondness for play and—it is a fact—an inherent distaste for work.

It is an awful subject to argue about, because everybody is agreed that sport is an admirable thing—in moderation. But how are you going to compel moderation?

In all this correspondence we find columns of conviction that sport is carried to excess, and that the welfare of the nation is thereby endangered, but we fail to discover a single suggestion of remedy. Now, if no remedy is forthcoming for a thing it is a fair inference—remembering Nature's law of compensation—that no remedy is needed. It is quite possible that all this talk on the abuse of sport is overdone. Remember, you are not dealing with Utopian models, you are not seeing models of sobriety and industry decaying away from nobler pursuits to the playing-fields; you are dealing with ordinary human beings with an inherent fondness for play and—it is a fact—an inherent distaste for work.

Let us suppose sport confined by law to one hour per day per man; let us suppose cricket and football and all the rest of it to be disallowed in the papers. What are the people going to do? We can very safely say what they will not do. They will work no harder, they will take no greater interest in "serious" matters, many of them will give up buying a newspaper at all, and so miss what chance they at present do have of reading something vital that may stir the seeds of thought and endeavour.

The love of sport is a national heritage with us. Those who it so completely absolve that they lose all sense of duty to themselves and their country would, failing sport, have certainly been absorbed by some other diversion far more harmful. Those who possess the right stuff in them will learn, as, after all, the majority of us have learned, to adjust play and work to produce that nice balance, the sound mind in the healthy body.

One of the most interesting of these letters is from a man who, highly successful in life, looks back with everlasting regret to the fact that he never realized his ambitions in sport.

"It is my mission to chronicle the fact that I began the life which succeeds childhood with the ambition to play for my country. At the age of sixteen my chance of attaining this aim was singularly bright. Very soon afterwards the disagreeable necessity of earning my own living really cut short my aspirations to international fame upon the cricket and football fields. Since then the facts dominating my life have been (1) my rather remarkable success in business, and (2) my unceasing, if unspoken, regret that I never won my international cap. That is my confession as a student, resolute, honest and courageous, of my failure to attain my aims."

"It is a case of like curving, or rather preventing, like," observed the doctor to a representative of the *Daily Mail*. "In copper poison the patient suffers from vomiting, abdominal cramps, and intense coldness of the body—the chief symptoms of cholera.

"The attrition of the copper-plate between the skin and the garments will ensure the absorption by the skin of sufficient copper to prevent the wearer contracting cholera while in sufficient to produce risk of poisoning."

"How came it?" asked Dr. Molson, "that cholera is absolutely unknown among the workers in copper mines?"

"Eleven years ago," he added, "when I visited St. Petersburg during an epidemic of cholera I wore the disc and escaped contracting the disease. Baron Fredericks, whom I met there, informed me that he adopted the same prevent on during a severe outbreak of the disease in Nijni Novgorod. Indeed, I found that the efficacy of the disc was widely appreciated in Russia."

He is modest enough to make no comment on the fact that when he had to earn his own living he set to and earned it despite his keen desire for play—in those days of "abuse of sport" surely an exceptional thing to do!

"Doubtless I should have found it easier to write you a short and dignified treatise upon the disproportionate place accorded to sport in our national life. To such a letter I might have appended my name; but it, I might have hoped, your readers even more acutely than this confession can, and attained the admitted importance of the platitude of moralists. Instead, I have written an absolutely frank confession, to which I dare not append my name (for publication), a free confession of the lamentable fact, that all the philosophy of maturity has failed utterly to purge my soul of its first-born longing for athletic fame. I deplore, as a citizen, the people's unbalanced concentration upon sports. Yet as a man, I know that I would 'sway'—the very thought brings that frank and primitive word to my pen—all such successes as I have attained in the city for the fulfilment of early ambitions which meant the sacrifice of every other interest to sport."

The writer goes on to attribute his ineradicable love of sport to his early training:

"In me, sir, you have a victim to the system of education which obtains in our public schools; by retrospective only, if you will, but assuredly a victim. I have achieved success in business, my education supplied me with a sort of ambition in this connection, indeed it taught me that riches were to be despised, their inheritors kicked and strenuously sat upon. Our ambitions were simple and most clearly defined. The first was to play for one's home, then to be chosen for the big game, and last and most glorious stage to play for the school. That there existed greater triumphs in life was only realized when the possibility of playing for the University loomed up upon one's horizon. Then, to such ripe minds, came rosy dreams of playing against the Australians at Lord's, or the roaring multitudes at Racecourse Place and Blackheath."

But the master who most encourages games at a school is the most popular, and the more popular a master is the better do boys work for him. From the *Rapid Review*.

Carefully prepared from the best materials only, delicately perfumed, and superfluous—it in every way meets the exacting requirements of the most sensitive skins.

It is also antiseptic, containing 10% Crystal Carbolic, which has at once a healthy action on the skin, and acts as a preventive of contagion.

Calvert's Carbolic Ointment

has good reputation for cure of scurvy, insect bites, and skin irritation. Always handy to have for cuts, burns, bruises, pustules, sores, and similar maladies.

N. G. CALVERT & CO., Manchester, England.

47—1

## IS SPORT RUINING THE NATION?

In the Standard the topic of debate has been "The Use and Abuse of Sport." The distinction is very simple. As a means of physical development sport is the greatest benefit; but when sport is allowed to become the be-all and end-all of life when it pushes aside work and prevents serious realisation of the duties of citizenship, then sport becomes a menace to the nation's prosperity.

That is the postulate with which "Sportsman" opened the discussion:

"I want to warn the English people, writing as one who has consistently followed sport for forty years, that they are allowing sport to become an obsession and a mania. As a cricketer, a golfer, as fisherman, and a motorist, I claim to know something about sport. As one who has played for his school in a Harrow and Eton match, and for his college at Oxford, I claim to know something about cricket. I am now a member of two golf clubs. I have for five years been a keen motorist, and I shall always be an ardent fisherman. With all this, it is being born in upon me that we Englishmen are becoming a nation of sporting maniacs. I regard the whole thing with as great seriousness as I would the spread of some fatal disease. I have kept silent about it for long, but it is on my conscience to say, with all the strength in me, that this country is going

porting mad."

His quarrel is not with sport, but with the relative position in life the British people are giving to sport. They read sport and talk sport, to the exclusion of every serious interest in life.

It is an awful subject to argue about, because everybody is agreed that sport is an admirable thing—in moderation. But how are you going to compel moderation?

## SHIPPING.

## ARRIVALS.

BENLAWERS, British str., 2,520, Clark, 17th October.—M.M. 12th October, Coal.—Gibb, Livingston & Co.  
CHINUEN, Chinese steamer, 17th October, from Canton.  
HANGSANG, British steamer, 16th Oct., from Canton.  
KOBICHANG, German str., 1,222, C. Gosewisch, 17th Oct.—Kobichang 8th Oct., Rice.—Butterfield & Swire.  
LAHANG, British str., 3,460, P. M. B. Lake, 16th October.—Calcutta 1st Oct., General—Jardine, Matheson & Co.  
LISA, Swedish str., 1,577, H. Hornsby, 17th Oct.—Shanghai 13th October, General—Chinese.  
MAZAGAN, British str., 3,280, W. H. Selby Hall, 17th Oct.—Bombay 29th Sept., and Singapore 11th Oct., General.—P. & O. S. N. Co.  
PRINZ WALDENMAR, German str., 3,227, C. Woltemar, 17th Oct.—Yokohama 7th Oct., General—Melschers & Co.  
THINAN, British str., 1,465, C. Lindbergh, 17th October—Sydney 21st Sept., and Manila 16th Oct., General—Butterfield & Swire.  
VOFWERFT, German str., 762, Uderup, 17th October, Tsingtao 10th October, Conl.—Jensen & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE  
17th October.  
Helen, Norwegian str., for Bangkok.  
Helia, German str., for Shanghai.

## DEPARTURES.

16th October.  
SALAZIE, French str., for Shanghai.  
ATLANTIC, Am. str., for Saigon.  
CALEDONIAN, French str., for Europe.  
CHINA, American str., for San Francisco.  
GERLACHOFF, British str., for Shanghai.  
HALIAN, French str., for Pakhoi.  
HAITAN, British str., for Swatow.  
HONGKONG, French str., for Haiphong.  
POONA, British str., for Shanghai.  
SAMSON, German str., for Bangkok.  
SIGNAL, German str., for Deli.  
TEAN, British str., for Manila.  
THOMAS, Norwegian str., for Moji.

## SHIPPIING REPORTS.

The British str. *Tsinan* reports: Weather light to moderate monsoon and clear.  
The German str. *Kobichang* reports: Experienced light and moderate easterly and northerly winds with sometimes heavy swell running.  
The British str. *Tsinan* reports: Fine weather throughout the voyage, has been exceptionally fine without any occurrence of note. From Manila to Hongkong met with moderate N.E. wind and moderate sea.

## VESSELS IN DOCK.

17th October.  
ABERDEEN DOCKS.—  
HONGKONG DOCKS.—Xuipan, Swisang, Tolo, Loengtung, Dr. H. J. Karr.  
COSMOPOLITAN DOCK.—

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE  
THE Company's Steamship

## "TRIESTE."

Captain Mistrauer, will leave for the above places TO-MORROW, the 19th inst., p.m.  
For Freight or Passage, apply to

SANDER, WIELER & CO., Agents,  
Princes Building.

Hongkong, 16th October, 1905. [2326]

## "BEN" LINE OF STEAMERS.

## FOR LONDON AND ANTWERP.

THE Steamship  
"BENVENUE,"  
Captain Kroble, will be despatched as above on or about MONDAY, the 30th October.  
For Freight apply to

GIBB, LIVINGSTON & CO., Agents,  
Hongkong, 12th October, 1905. [2326]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
"EMPIRE," Captain Holmes, will be despatched for the above ports on WEDNESDAY, the 1st November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the Stewards of the Company have electric fans fitted in staterooms.

For Freight and Passage, apply to

GIBB, LIVINGSTON & CO., Agents,

Hongkong 12th October, 1905. [2323]

REGULAR  
STEAMSHIP SERVICE TO NEW YORK.  
VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT CALIFORNIA COAST).

PROPOSED SAILINGS FROM HONGKONG.

1905. About

"WRAY CASTLE" ... 6th Nov.  
"GIAZEE" ... to follow.  
"LOTHIAN" ... to follow.

For Freight and further information, apply to

DODWELL & CO. LTD., Agents.

Hongkong, 10th October, 1905. 2105-2133

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon N, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESEL'S NAME	PIAO & BIG	BERTH	CAPTAIN	PRE FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	CHUSAN	Brit. str.	—	H. W. Kenrick, R.N.E.	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & ANTIWERP VIA SINGAPORE, &c.	PELA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 20th inst.
LONDON & ANTWERP	BENVENUE	Brit. str.	1 m.	Kroble	GIBB, LIVINGSTON & CO.	About 30th inst.
LONDON, AMSTERDAM & ANTWERP	DIOME	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 24th inst.
LONDON, AMSTERDAM & ANTWERP	MACHAON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 7th Nov.
LONDON, AMSTERDAM & ANTWERP	KINTUCK	Brit. str.	—		BUTTERFIELD & SWIRE	On 21st Nov.
LONDON, AMSTERDAM & ANTWERP	DEUCALION	Brit. str.	—		BUTTERFIELD & SWIRE	On 5th Dec.
LONDON, AMSTERDAM, LONDON & ANTWERP	HECTOR	Brit. str.	—		BUTTERFIELD & SWIRE	On 29th Dec.
MARSELLS, LONDON & ANTIWERP, &c.	DEIN OF MAINS	Brit. str.	—		NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.
MARSELLS, &c., via 1000 ft. of CAN.	OCEANIAN	Frenstr.	—	Courte	MESSAGES MARITIMES	On 31st inst., at 1 P.M.
BREMEN, via POPLES OF CALL	ZIEGEN	Ger. str.	—	F. von Binzer	MELCHERS & CO.	On 25th inst., at Noon.
HAVRE & HAMBURG via STRAITS, &c.	BORUSIA	Ger. str.	k. w.	Hahn	HAMBURG-AMERIKA LINIE	On 4th Nov.
HAVRE & HAMBURG via STRAITS, &c.	SEBIA	Ger. str.	k. w.	Hoffmann	HAMBURG-AMERIKA LINIE	On 10th Nov.
HAVRE, IJEMEN & PAMEER via STRAITS, &c.	SENEGAMBIA	Ger. str.	k. w.	Poter	HAMBURG-AMERIKA LINIE	On 18th Nov.
HAVRE & HAMBURG via STRAITS, &c.	SIBONIA	Ger. str.	k. w.	Meyerdierks	HAMBURG-AMERIKA LINIE	On 29th Nov.
TRISTE, &c., via SINGAPORE, &c.	SILENSIA	Aust. str.	—	Hildebrand	HAMBURG-AMERIKA LINIE	On 13th Dec.
GENOA, MARSELLS & LIVERPOOL	CALCHAR	Brit. str.	—	L. de Stabile	SANDER, WIELER & CO.	On 29th inst.
NEW YORK via SUEZ	NUBIA	Brit. str.	k. w.		BUTTERFIELD & SWIRE	On 24th Nov.
NEW YORK, via PORTS & SUEZ CANAL	WRAY CASTLE	Brit. str.	—		DODWELL & CO. LTD.	On 6th Nov.
VANCOUVER via SHANGHAI JAPAN, &c.	ALSTON	Brit. str.	—		SHewan, TOME & CO.	On 21st inst.
VICTORIA (B.C.) & TACOMA via JAPAN	EMPEROR OF CHINA	Brit. str.	2 E.	R. Archibald, R.N.E.	CANADIAN PACIFIC R. CO.	To-day.
VICTORIA (B.C.) SEATTLE, &c., via JAPAN	ATHENIAN	Brit. str.	1 m.	S. Robinson, R.N.E.	CANADIAN PACIFIC R. CO.	On 1st Nov.
VICCIANO, PACIFIC COAST, &c.	SHAMUT	Am. str.	—	E. V. Roberts	DODWELL & CO. LTD.	On 25th inst.
SEATTLE, via SHANGHAI & JAPAN	PINCUSBY	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 31st inst.
PORTLAND, OREGON via SHANGHAI, &c.	PAECTA	Am. str.	—		BUTTERFIELD & SWIRE	On 3rd Nov.
AUSTRALIAN PORTS via MANILA	ARABIA	Ger. str.	—	E. Francke	NIPPON YUSEN KAISHA	About 2nd Nov.
JAPAN via SHANGHAI	TIJALAP	Dut. str.	—	Metzenthin	PORTLAND & ASIATIC S. CO.	On 7th Nov. at Daylight.
YOKOHAMA, MOJI & KORE	PALMBO	Brit. str.	1 m.	Belma	GIBB, LIVINGSTON & CO.	On 1st Nov. at Noon.
TSINGTAO, CHEFOO & NEWCHWANG	PAKAO	Brit. str.	—	E. G. Andrews	JAVA-CHINA-JAPAN LINI	Quick despatch.
TIENTSIN	ESANG	Brit. str.	—		P. & O. S. N. CO.	On 29th inst.
NINGPO & SHANGHAI	KWBILIN	Brit. str.	—		BUTTERFIELD & SWIRE	To-day.
SHANGHAI	APACADA	Brit. str.	—	A. G. Cubitt, R.N.E.	JARDINE, MATHESON & CO.	On 24th inst., 3 P.M.
SHANGHAI, YOKOHAMA & KORE	TRISTE	Aus. str.	—	Mistrorigo	JARDINE, MATHESON & CO.	On 20th inst.
SHANGHAI & KOI E	MAZAGON	Brit. str.	—	W. H. S. Hall	SANDER, WIELER & CO.	About 19th inst.
SHANGHAI via SWATOW	ZAFICO	Brit. str.	—		P. & O. S. N. CO.	On 21st inst.
SHANGHAI, YANKEE & FOCHEW	FRIMISE	Nor. str.	1 m.	Rodger	JARDINE, MATHESON & CO.	To-day.
SWATOW	HAIMUN	Brit. str.	2 h.	A. H. Notley	SANDER, WIELER & CO.	On 24th inst.
AMOY STRAITS & RANGOON	ZAIDA	Brit. str.	—		BUTTERFIELD & SWIRE	On 28th inst., at Noon.
MANILA	LOOG SANG	Brit. str.	—		JARDINE, MATHESON & CO.	On 29th Nov.
MANILA	ZAFICO	Brit. str.	—		SHEWAN, TOME & CO.	On 24th inst., 3 P.M.
MANILA	TAING	Brit. str.	—		JARDINE, MATHESON & CO.	To-day, at 3 P.M.
CEBU & ILLOILO	ROBI	Brit. str.	—		DAVID SASOON & CO. LTD.	
PORT JALWIN, THUBRAY ISLAND, &c.	KAYFONG	Brit. str.	—			
SINGAPORE, PENANG & CALCUTTA	TAJNAH	Brit. str.	1 m.			
SINGAPORE, PENANG & CALCUTTA	LAIPANG	Brit. str.	1 m.			
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	1 m.			
	J. G. Spence					

6  
Corner Pedder Street and Praya, opposite Blake Pier.

D. E. BROWN, General Agent.

## VESSELS ON THE BERTH

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

## "LIGHTNING."

Captain J. G. Spence, will be despatched for the above ports TO-DAY, 18th inst., at 3 P.M., instead of as previously advertised.

For Freight, apply to DAVID SASOON & CO., LTD., Agents.

Hongkong, 17th October, 1905. [231]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, AIDEN, EGYPT,  
MEDITERRANEAN PORTS.PLYMOUTH AND LONDON  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

## "CHUSAN."

Captain H. W. Renick, R.N.E., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 21st October, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. *Britannia*, 6,525 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Moldavia* due in London on 2nd December.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

**OCEAN STEAMSHIP COMPANY, LTD.**  
**AND**  
**CHINA MUTUAL STEAM NAVIGATION CO., LTD.**

**JOINT SERVICES.**DAILY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

**EUROPEAN SERVICE.**

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	MENELAUS	On 7th November.
GLASGOW and LIVERPOOL	PIN'SUEY	On 7th November.
GLASGOW and LIVERPOOL	HECTOR	On 7th November.
GLASGOW and LIVERPOOL	GLAUCUS	On 14th November.
GLASGOW and LIVERPOOL	HYSON	On 21st November.
GLASGOW and LIVERPOOL	TRIAM	On 28th November.
GLASGOW and LIVERPOOL	OANFA	On 29th November.
GLASGOW and LIVERPOOL	AJAX	On 5th December.
GLASGOW and LIVERPOOL	HUICHOW	On 5th December.
GLASGOW and LIVERPOOL	IDOMENEUS	On 12th December.

**OUTWARDS.**

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	DIOMED	On 24th October.
LONDON, AMSTERDAM and ANTWERP	MACHAON	On 7th November.
GENOA, MARSEILLES and LIVERPOOL	GALCHAS	On 24th November.
LONDON, AMSTERDAM and ANTWERP	KINTUCK	On 21st November.
LONDON, AMSTERDAM and ANTWERP	DEUCALION	On 5th December.
AMSTERDAM, LONDON and ANTWERP	HECTOR	On 19th December.
GENOA, MARSEILLES and LIVERPOOL	GLAUCUS	On 26th December.

**TRANS-PACIFIC SERVICE.**

Operating in conjunction with

**THE NORTHERN PACIFIC RAILWAY CO.**

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

**EASTWARD.**

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA NAGASAKI, KORE and YOKOHAMA	PING-SUEY	On 9th November.
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	OANFA	On 1st December.

For Freight, apply to—

**BUTTERFIELD & SWIRE, AGENTS.**

Hongkong, 18th October, 1905.

**PENINSULAR AND ORIENTAL****STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	ARCADIA	About 19th October	Freight and Passage.
LONDON &C. via USUAL PORTS OF CALL	CHUSAN	Noon, 21st October	See Special Advertisement.
SHANGHAI & KOBE	MAZAGON	About 21st October	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, PERA, COLOMBO, PORT SAID and MARSEILLES	A. L. Valentini	About 25th October	Freight only.
YOKOHAMA, SHANGHAI, PALERMO and MOJI and KOBE	E. G. Andrews	About 29th October	Freight only.

For further Particulars, apply to

L. S. LEWIS,

Acting Superintendent.

Hongkong, 18th October, 1905.

**NOTICES TO CONSIGNEES.****OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.****CONSIGNEES per Company's Steamer**

"CALCAS"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 18th October.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th October will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 21st October, or they will not be recognised.

No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,**

Agents.

Hongkong, 11th October, 1905. [9-10]

**NOTICE TO CONSIGNEES.****"MOGUL" LINE OF STEAMERS.****NOTICE TO CONSIGNEES.****S.S. "LOTHIAN," FROM GLASGOW, LIVERPOOL AND MIDDLESBOROUGH.**

CONSIGNEES of Cargo hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

**DODWELL & CO., LIMITED,**

Agents.

Hongkong, 16th October, 1905. [2346]

**OCEAN STEAMSHIP COMPANY, LIMITED,****AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.****CONSIGNEES per Company's Steamer**

"DEUCALION,"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 18th October.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th inst., or they will not be recognised.

No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,**

Agents.

Hongkong, 16th October, 1905. [9-10]

**MITSU BISHI GOSHI-KWAISHA****(MITSU BISHI CO.)****COAL DEPARTMENT****MARUNO-UCHI TOKIO.**

Cable Address, "IWABAKI," which applies to all Branch Offices and Hongkong and Shanghai Agencies.

ABC 5th Edition, Western Union Codes used.

All Letters Addressed:

MANAGE, MITSU BISHI Co., with name of place under.

BRANCH OFFICES:—

NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENCIES:—

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. JEFFRIES.

MANILA: MACONDEAF & CO.

CHINKIANG: GRASING & CO.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Arsenals; the Imperial Railway; Sanyo, Kiushu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Uchi, Shinmei, Namazumi and Kamei-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Bunker Coal.

Sole Agents for Kigio, Komatsu (Tagawa) and Yamashirochi Colliery (Karakatsu).

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1904 by the Company amounted to 1,520,000 tons.

**TAKASHIMA COAL.**

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the EAST is now produced in abundance and can be supplied in any quantity.

Hongkong, 15th February, 1905. [108]

**THE NEW FRENCH REMEDY****TRADE "THERAPIONE" MARK**

This successful and highly popular remedy, used in the Continental Hospitals by Ricard, Rosan, Jaber, Veipus and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto produced.

**THE THERAPIONE NO. 1** in a rapidly assimilated, easily digestible, allotropic form, derived from the chlorophyll of the plant, especially prepared for the absorption of the intestinal mucous, effectively superseding injections, those of which does irreparable harm by laying the foundations of chronic diseases.

**THE THERAPIONE NO. 2** purifies the blood, scurvy, pustules, spots, ulcers, etc., and all diseases for which it has been too much a fashion to employ mercury, carbaparilla, &c., to the destruction of suffers' teeth and rectifies the body, giving it a new life and a complete cure.

**THE THERAPIONE NO. 3** for the elimination of every poisonous matter from the body.

Optional Cargo will be forwarded on unless instructions are given from the Consignees before To-day at 3 P.M. requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday the 23rd inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd inst., or they will not be recognised.

All damaged packages will be examined on Monday, the 23rd inst., at 3 P.M.

No Fire Insurance has been effected.

**G. DE CHAMPEAUX.**

Agent.

Hongkong, 17th October, 1905. [12]

**CHINA NAVIGATION CO. LIMITED.**

STEAMERS	TO SAIL
TSINGTAO, CHEFOO & NEWCHWANG	PAKHOU
NINGPO and SHANGHAI	KWEILIN
CEBU and ILOILO	KAIFONG
MANILA	TAMING
P. DARWIN, THURSDAY ISLAND, ETC.	TSINAN

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers on through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.</

## POST OFFICE NOTICES.

CHRISTMAS AND NEW YEAR PARCEL MAILS, HOMEWARD.  
Parcels for the United Kingdom via Gilmail posted up to 5 p.m. on Friday, the 3rd of November, due in London about the 11th December, and those posted up to 5 p.m. on Friday, the 17th November, due in London on Christmas Morning.

With an additional fee of 60 cents parcels may be forwarded via Brindisi and if posted before 5 p.m. on the 17th November would accompany the letter mail due in London on the 19th December. Parcels intended for New Year's delivery should also be forwarded by the mail of the 17th November, as the parcel mail of the 1st of December is not due in London till the 9th of January via Gibraltar and the 2nd January via Brindisi.

The rates of postage on ordinary parcels are as follows:

For a parcel not exceeding 3 lbs. in weight ..... 60 cents.

" " " 7 lbs. ..... 80 cents.

" " " 11 lbs. ..... 90 cents.

All parcels containing jewellery or any article of gold or silver must be insured, all insured parcels must be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

The *Arcadia*, with the English mail of the 22nd September, left Singapore on Saturday the 14th inst., at 8 a.m., and may be expected here to-morrow, at 7 a.m. This packet brings replies to letters despatched from Hongkong on the 22nd August, and the parcel mails closed in London for despatch by the all sea route on the 13th of September, and for despatch overland on the 20th September.

Mails for CANTON, SAMSHU, and WUCHOW are closed on week-days at 7.30 a.m.

On Sunday the mail for Macao is closed at 8 a.m.

Mails for NANTAO, SANKEI, KOMONOU, SAMSHU, WUCHOW and

CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

\*No mails are despatched to these places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

FOR PER DATE

Friedrich Wilhelmshafen, Herbertshofe, Matapi, Brisbane and Sydney ..... Friday, 21st October.

SHANGAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.) ..... Saturday, 22nd October.

Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.

Bangkok ..... Friday, 21st October.

Macau ..... Friday, 21st October.

Singapore, Penang and Calcutta ..... Friday, 21st October.

Shanghai, Tsinan and Nanchang ..... Friday, 21st October.

Swatow and Shanghai ..... Friday, 21st October.

Swatow ..... Friday, 21st October.

Hankow ..... Friday, 21st October.

Takao ..... Friday, 21st October.

Hongkong ..... Friday, 21st October.

Macau ..... Friday, 21st October.

Ningpo and Shanghai ..... Friday, 21st October.

Manila ..... Friday, 21st October.

Europe, &c., India via Tunicorin ..... Friday, 21st October.

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents).

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).

The parcel mail will be closed on Friday, the 20th inst., at 5 p.m.

Macao ..... Friday, 21st October.

Amoy, Siam and Rangoon ..... Friday, 21st October.

Macau ..... Friday, 21st October.

Hongkong ..... Friday, 21st October.

Macau ..... Friday, 21st October.

Singapore, Penang and Calcutta ..... Friday, 21st October.

Takao ..... Friday, 21st October.

Hongkong ..... Friday, 21st October.

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